



Official Community Plan

DPA No. 3: Small-Scale Multi-Unit Housing and Low Density Residential Redevelopment

Area

All lands outlined and indicated as "SSMFH Lots" on Schedule A-2 Small-Scale Multi-Family (SSMFH) Zoning Overlay Map of the Township's Zoning Bylaw are designated as DPA No. 3 (The Zoning Bylaw schedule may be found at: <https://www.esquimalt.ca/sites/default/files/2024-07/Schedule%20A.2%20SSMFH%20Zoning%20Overlay%20Map.pdf> or with the assistance of Township Staff).

Designation

Development Permit Area No. 3 is designated for the purpose of establishing objectives for:

- Section 488 (1) (e)- establishment of objectives for the form and character of intensive residential development.
Note: For DPA justification and exemptions please refer to the Official Community Plan, pages 93-94.

If you are proposing a development within this DPA, please provide your application details in Section A. In Section B, please comment on how you propose to meet the DPA guidelines.

Section A

Application No.	Project Address	Applicant Name
DP		

Section B

No	Guideline	Comments (Please complete with NA where not applicable)
20.5.1	Site Configuration and Placement of Parking	
1	Buildings should be designed to minimize visual intrusion into surrounding homes. Some overlook of adjoining yards and neighbouring decks may be unavoidable; however, additional privacy should be achieved by insetting balconies and patios into the building or by screening with latticework or landscaping. Windows should be spaced so that they do not align directly with those of other buildings.	
2	Front to back duplexes are discouraged on single frontage lots, but where proposed should be designed to minimize overlook into neighbouring units. Consider the immediate neighbours' use of their outdoor space.	



3	Side by side, up and down, or staggered unit configurations are preferred as they result in a greater number of units facing the street, less disruption of privacy, and a more equitable division of outdoor amenity areas between the units.	
4	The provision of usable open space should be part of an overall site development, landscape plan, and should take into consideration general site movement patterns (including parking), existing landscape features, sun access, privacy, and usability.	
5	Parking areas, garages and driveways should appear as a minor component of the site when viewed from the street. Minimize views of large expanses of paving. The use of shared driveways is encouraged.	
6	Garages and parking areas are encouraged to be located in the rear yard, where a lane exists.	
20.5.2 Materials and Design		
1	Avoid large one-dimensional, unbroken sloped roof areas facing the street.	
2	Create interest in the façade of the buildings facing the street. The incorporation of architectural elements such as covered porches, verandas, and prominent front doors is encouraged.	
3	Provide defining features such as a weather protecting roof overhang, distinctive door characteristics, or other features to help identify the entrance.	
4	Hydro and gas metres should not be placed on the front façade of a building and, if placed in a location visible from the street, be appropriately screened in a manner consistent with utility requirements.	
20.5.3 Additions to Existing Principal Buildings on a Site		
1	Where an existing dwelling is being converted to include additional dwelling units, the original structure and any additions can be integrated in a complementary or contrasting architectural style and should be sympathetic in scale.	
20.5.4 Natural Light		



1	Dwelling units should be provided with windows of sufficient size and orientation to provide for sunlight and views. Smaller windows or light wells with obstructed views should not be the primary window orientation.	
2	Avoid locating at-grade windows directly adjacent to parking areas. Windows in these locations should be provided with vegetation screening as separation from the parking area.	
3	Ensure natural sunlight is provided for in all bedrooms.	
20.5.5	Accessibility	
1	Pathways and pedestrian circulation should be designed to be accessible wherever possible.	
2	Encourage more universally accessible housing for people with mobility limitations on the ground floor of buildings. Consider including an access point that is accessible by wheelchair.	